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SOURCE Newspapers as indicated.

KEABAROVSK STATIONS MOST EFFICIENT -- Tikhookeanskaya Zvezda, No 121, 25 May 49

For a long time Khabarovsk Railroad Station No 2, largest on the Far Eastern railroad System, had not been meeting its plans and schedules for dispatching trains. Engineer-major Novichkov, chief of the station, studied the experience of the best USSR stations and reorganized the method of making up trains and the work of the three technical offices. The processing of train papers, from the arrival to the dispatching of each train, was put into the hands of a special central technical office which was made responsible for all classification and making up of trains in the station. This office now draws up its plans for making up trains in advance, and thus has enabled the technical and commercial handling of the rolling stock to be carried out simultaneously with making up trains.

Classification of trains has also been reorganized. Breaking up of cars is now carried out with a view to their utilization in the next trains to be made up. All facts concerning the car, such as capacity, type of freight, number of axles, etc., are recorded on the car records. Workers in the technical office know at any given time the number of cars on each track and all facts necessary for making up the train. The yard master has these facts at his disposal when making up different groups of cars, and by coordinating his activity with that of the dispatchers, he is able immediately to give the order for making up the next train.

On the proposal of Kokhayer, deputy-chief of the station, shunting work on days with heavy traffic is now distributed over all yards, so the main tracks are more quickly released for making up trains.

In 1948, 70 percent of all trains were made up by high-speed methods, exceeding the established norm by 50 to 100 percent. Because making and breaking trains is done simultaneously, the idle time of cars in handling has been cut 1½ hours below the norm.

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The station has realized tangible results from the reorganization. In February, the station exceeded the loading and unloading plan 1 1/2 times and reduced the idle time of railroad cars 6.4 percent below the January level. The station also completed the first-quarter loading plan ahead of schedule and had loaded 1,310 cars above plan by 1 May. Trains are now sent out on schedule. In 4-months' time, the station has saved the State 1,096,00 rubles. Recently, the VTSFS and the Ministry of Transportation awarded the Transferable Red Banner to the station for its victory in the all-Union competition.

Tikhookeanskaya Zvezda, No 120, 24 May 49

Khabarovsk Railroad Station No 1 continually exceeds its basic production plans. The station fulfilled the 4-month plan for loading 149 percent, for unloading 118 percent. The turnaround time of railroad cars has been accelerated one hour.

LATVIAN RR OPERATES EFFICIENTLY -- Sovetskaya Latvija, No 145, 22 Jun 49

Since the first of the year, the Rezekne II Station of the Latvian Railroad System has cut turnaround time of freight cars 2 hours 24 minutes below the norm and as a result has saved more than 170,000 rubles during the past 4 months.

Sovetskaya Latvija, No 143, 19 Jun 49

There are now more than 20 engineers in Latvia who operate their locomotives more than 500 miles in a 24-hour period. These "five-hundreders" work out of the Daugavpils, Viegava, Iepaya, and Chiyeckurkain depots.

LOADING PLAN BRINGS SAVINGS -- Izvestiya, No 146, 23 Jun 49

The Zaporozh'ye Coke-Chemical Plant has proposed that finished production be loaded directly into railroad cars, eliminating use of the warehouse. Khrychikov, deputy chief of the Stalin Railroad System and General-Director of Traffic Third Rank, reports that the plant's proposal will save the State many thousands of rubles. Stalin Railroad workers have pledged to provide a regular flow of cars and tankcars to the plant in order to meet its needs. The Zaporozh'ye Section of the System has been given the same orders. The plant will have to work out simultaneous loading of freight and processing of papers throughout the day and particularly at night.

YAROSLAVL' RR PLEDGES TRANSPORT INCREASE -- Pravda, No 174, 23 Jun 49

Enterprises of the Vspol'inskiy Section of the Yaroslavl' Railroad System and transport shops of industrial enterprises served by the section recently held a conference to discuss possibilities of increasing freight transport. The Vspol'inskiy Section exceeded the prewar level for utilization of rolling stock as early as the first quarter 1949. Participants in the conference pledged to reduce the turnaround time of railroad cars one hour more than the norm, which will enable loading an additional 50 cars per day.

The Bureau of the Yaroslavl' Oblast Committee VAP(b) has ordered the city and rayon Party committees, the political divisions of the System, and other Party, trade union, Komsomol, and administrative agencies of the System to popularize the pledge of the Vspol'inskiy Section throughout the entire System.

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NEW RR STATIONS UNDER CONSTRUCTION -- Pravda Ukrainy, No 143, 19 Jun 49

New railroad station buildings are being constructed at many stations of the Southwestern Railroad System. New large station buildings will soon be opened at Lubny and Belaya Tserkov'. Stations are also being constructed at Darnitsa and Vasil'kov'.

Izvestiya, No 145, 22 Jun 49

A new passenger station building has been constructed at Zolobunov, largest junction on the Kovel' Railroad System. The old station was destroyed during the war.

MOSCOW-RYBNOYE SCHEDULE NEEDS IMPROVEMENT -- Moskovskiy Bol'shevik, No 148, 25 Jun 49

Although the time schedule for the Moscow Rybnoye round trip is 19 hours, experience of engineers on this route has indicated that it can be completed in 12 - 13 hours. However, the director of the Moscow Marshalling Depot has refused to ask the management of the Moscow-Ryazan' Railroad System to change this schedule, claiming that the route cannot bear such a heavy schedule.

MOSCOW SUBWAY STATION PLANNED -- Vechernyaya Moskva, No 148, 23 Jun 49

M. Zelenin and I. Pavlov, designers of the plan for the Serpukhovskaya Station of the Moscow Subway, have written the following description of the station.

The vestibule of the station is part of a seven-story housing structure which will be built on Serpukhovskaya Square. The large hall of the vestibule will have a flat caisson ceiling reinforced by steel girders. Escalators will be installed in the center of this hall. Ticket windows and booths will line the side walls. The interior walls of the vestibule will be half lined with white marble, and the exterior front walls of the building will be of light-colored limestone. Passengers will enter the station by escalators. The passageways from the center hall to the sides will lead through high arches supported by pillars. Lesser, decorative arches have been built into the pillars. The same arrangement of alternate large and small arches has been repeated on the side walls. Granite floors will be laid in the center hall and in the passageways.

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